

The Daimlers







Nearer and nearer to the ultimate

The first Daimler motor car was produced in 1896.

That gives the company a longer history of producing fine motor cars than almost any other manufacturer in the world.

The first models quickly established the reputation that remains to this day.

A reputation for elegance, opulence and refinement.

Today's Daimlers enhance that reputation; and bring the cars a little nearer to the ultimate.

In effect, this brochure is a progress report on Daimler's advancement.



Double-Six and Sovereign models.



Daimler produced its first V12 engine in 1926, and named it the Double-Six. In its day, the name became synonymous with smoothness and silent-running.

When you've heard (or not heard!) the modern 5.3 litre equivalent, you'll understand why

Daimler have re-adopted the name.

Other features are the large rear doors for easy access, and the elegant spaciousness of the interior.

These are shared by the Sovereign 4.2 litre, six cylinder model.

Both are distinguished by a modern interpretation of the traditional fluted radiator grille.

Whether owner or chauffeur driver, these cars, with their many virtues, never fail to impress driver and passenger alike.



The Daimler's elegant and luxurious interior.

The opulence of the interiors is a tradition at Daimler; but the company has another tradition—of continuous improvement and refinement.

The interiors of the Double-Six and Sovereign demonstrate Daimler's advancements.



The sheer luxury of the interior appointments is immediately apparent.

Hand selected leather hide for the seat facings; walnut veneers, selected and matched by craftsmen; full carpeting over special sound deadening materials for superb quietness.

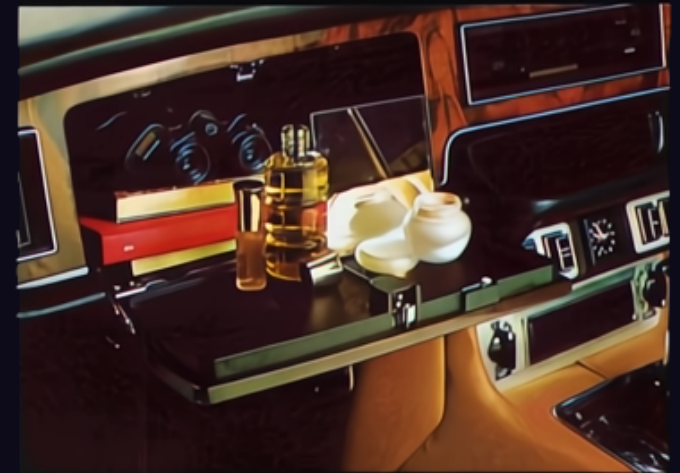
The layout of the controls and instruments is designed to simplify without impairing comprehensiveness.

The dials are situated in front of the driver, and are clearly visible through the two-spoke wheel. The steering column itself is adjustable; and the steering column stalk provides 2-speed wipe, single wipe, and park on the one hand, headlamp flash, headlamp dip and direction indicators on the other.

A hazard warning switch is situated in the side of the steering column casing, designed, like all the primary controls, to be within easy reach.

Switches for fuel tank changeover, heated rear window map reading and interior lamp, are "push-push" type, and have "tell-tale" illumination.

The heating, ventilation, and air conditioning (Standard on Double-Six two door, optional



on others) is controlled by two simple rotary selector switches.





Electrically operated windows are standard, with individual controls and a central isolator switch to give maximum security when there are young children in the car.

Similarly, there is a central locking switch giving driver control over all the doors.

These are some of the details which give added luxury and increased safety.



The overall impression is one of sumptuousness, of refinement, of proportion.

The individual parts harmonise to make one distinctive whole—emphatically a Daimler.



Double-Six and Sovereign Two door models.



The Double-Six and Sovereign Two-door models are recent additions to the Daimler range.

With wider doors for easy access, the absence of central door pillars and slightly larger rear quarter panels, they have a distinctive style of their own.

An appearance which is heightened and enhanced by the application of black vinyl to the roof.

Nevertheless, they are unmistakably Daimlers; the sleek modern design has all the familiar grace and refinement of the elegant four-door models.

With full four-seat capacity, they have the space and comfort to which Daimler owners have long been accustomed.

They share all the luxury appointments. They are worthy members of the Daimler range.

The Daimlers: supreme comfort and inherent safety.

Daimler owners take the inherent luxury of their car for granted; but a car of the Daimler's distinction needs to set examples in another area also.

Motoring legislation today demands the incorporation of a comprehensive range of safety features.

Not simply added on to the existing car, but genuinely incorporated into the original design.

There are two basic principles of vehicle safety: *Primary Safety*, the design of a car in such a way as to minimise the risk of an accident; and *Secondary Safety*, in which the car is equipped so as to reduce injuries to occupants in the event of an accident.

The Daimlers carry a full complement of both primary and secondary safety features: we list the more significant of them below.

Primary Safety Features

1. Very wide section low profile radial-ply tyres with "anti-aquaplaning" tread pattern for maximum grip in all weather conditions.
2. Servo-assisted disc brakes all-round, with ventilated discs at the front and separate hydraulic circuits to front and rear.
3. Brake pressure differential warning actuator indicating, through a warning light, any failure in either the front or rear system.
4. Wide track and low centre of gravity for greatest possible overall stability.
5. Anti-dive front suspension geometry for longitudinal stability, particularly when heavy

braking is called for.

6. Power-assisted rack and pinion steering for ease and precision of control.
7. The mounting of the steering rack on the rear face of the suspension beam in a position of maximum protection.
8. Combined ignition and steering lock incorporating accessory and engine starting positions.
9. On automatic transmission models, engine cannot be started unless gear selector is in "Park" or "Neutral".
10. Large window area with slim pillars for good all-round visibility.
11. Electrically heated rear window.
12. Centrally controlled door locking.
13. A central master switch isolates all window controls.
14. Child-proof safety catches concealed in rear doors.
15. Large area side lamps and direction flashers.
16. Large area rear view mirror with anti-dazzle secondary position.

Secondary Safety Features

1. An immensely strong body centre section.
2. Front and rear ends designed to provide progressive deformation characteristics to absorb the energy of impact.
3. All doors have a W-section barrier welded into them for best possible passenger protection in the event of side impact.

4. Burst-proof door locks on all doors.
5. Interior door panels have recessed smooth-contour door levers and locking tabs.
6. Impact absorbing surround to instrument panel.
7. Energy absorption device on steering column to cushion impact of body on steering wheel under severe impact loads.
8. Fuel lines located in the structure in such a way as to minimise the chance of rupture.
9. Universal joint between upper and lower steering columns and collapsible mountings allow displacement in a collision.
10. Specially padded tops to front seats help protect rear passengers' heads in event of frontal collision.
11. Spring loaded break-away holder for rear view mirror.
12. Reinforced seat belt anchorage front and rear.
13. Inertia-reel front seat belts of the one-hand-operation type fitted to all models.
14. Recessed petrol filler flaps, opening inwards, concealed beneath separate flush fitting caps, prevent loss of fuel in event of roll over.
15. Twin fuel tanks, each enclosed in a steel compartment, one in each rear wing.
16. All interior trim material treated for fire retardation.
17. Hazard warning system, utilising all four direction flashers.

Heating ventilation and Air conditioning.

Driver and passenger comfort in this car is enhanced by a highly sophisticated yet simple to operate heating system or optional air conditioning. In cars fitted with air conditioning you can choose and set the required 'in-car' temperature on a dial, switch to 'auto', then forget all about it—even if the weather changes en route from warm and sunny to cold and wet. It operates automatically to provide and maintain the selected interior temperature regardless of ambient conditions. Air entering the system is dehumidified as it passes through the main unit. To aid driver alertness there is a 'two-level' differential of air supply to face level and footwell outlets. Control is by two rotary switches, one on each side of the radio. One switch provides the temperature selection in a range of 20 deg. F. The other is the operational and 'off' switch which can also be set to 'defrost', 'high fan speed' or 'low fan speed' as well as 'automatic'. Outlet vents are situated at the base of the windscreen, at each end of the facia, centrally in the facia, centrally to the rear compartment and one for each of the four footwells. The main air inlet is

located at the base of the windscreen. All air entering the car through this vent is ducted to the air conditioning and heating unit. There it is passed through an evaporator matrix where it is cooled and dehumidified. After leaving the evaporator, its direction is automatically controlled by four blending flaps. Depending on the difference between the existing temperature of the interior and the temperature selected on the control dial, sensing thermistors automatically operate a servo motor which in turn operates a series of flaps and switches via a camshaft. These determine the heating or cooling effect of the system, providing either full cooling, maximum heating or a blend of heated and cooled air. When the selected temperature is attained, the control unit then maintains it automatically, cutting in and out as necessary and irrespective of ambient conditions. Although sophisticated in its operation, the entire system, with heating matrix, cooling matrix, servo-control unit and mixing flaps, forms a single compact assembly housed in the scuttle behind the facia.

The rear compartment central vent is multi-directional with an 'off' position. There are also individual volume controls for left and right rear footwell air supplies.

With or without the main system switched on, there is a separate supply of fresh air to each of the front footwells with individual ON/OFF controls for driver and front passenger. Air for this separate ventilation is channelled from intakes above the outer headlamps.

The standard heating and ventilating system comprises equally simple controls and similar ducting to that of the air conditioning unit, but does not include an air conditioning evaporator.

The temperature selector (labelled TEMP) provides the following settings. 'DEF' when, apart from a small bleed to the footwells, most of the hot air is directed to the windscreen for high speed demisting. The vents at each end of the facia can be opened and swivelled to demist the side windows, or kept closed for maximum windscreen demist. 'HI' when most of the hot air (approx 75%) is directed to the footwells and a small amount to the face level. 'HEAT' which is a medium temperature blend of heated and ambient air,

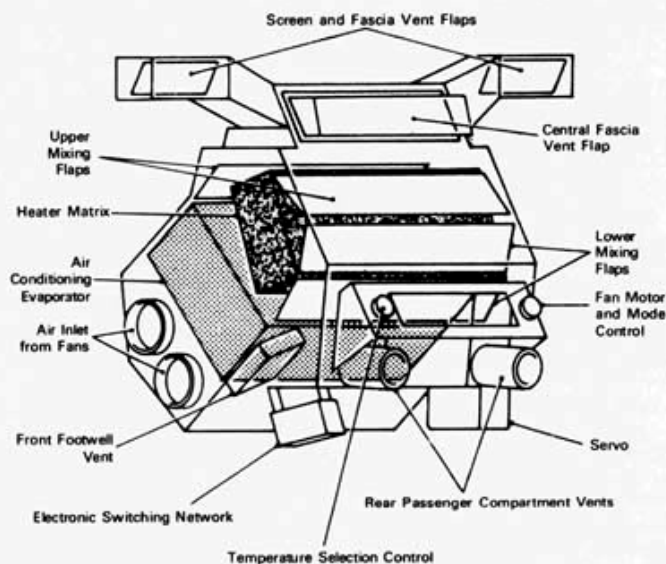
directed to face and foot levels. 'LO' when blended air at a warm temperature is directed mostly to face level 'VENT' which supplies air at its ambient temperature.

The air flow control (labelled 'AIR FLO') can be rotated from 'OFF' through 'RAM' which depends on the pace of the car to force air in, or any one of three fan speeds—'LO', 'MED', 'HI'.

Whichever operating mode the heating system is set at, the rear seat passengers have a central multi-directional vent with an OFF/ON position. They also have individual 'volume' controls for left and right hand footwell supplies.

(As in the case of air conditioning there is a totally separate and additional fresh air supply to the front footwells, air for which is channelled from intakes above the outer pair of headlamps. Driver and front passenger each have an on/off control, PULLAIR, for this individual supply of air at its ambient temperature).

THE AIR CONDITIONING UNIT



Specifications.

	Sovereign	Double-Six
Engine Configuration:	In-line, 6-cylinder.	60° "vcc", 12-cylinder.
Bore:	92 mm (3.625 ins)	90 mm (3.54 ins)
Stroke:	106 mm (4.17 ins)	70 mm (2.76 ins)
Capacity:	4235 cc (258.4 cu ins)	5343 cc (326 cu ins)
Compression ratio:	7.8:1	9.0:1
Performance: Power DIN Torque DIN BMEP	170 bhp at 4500 rpm 231 lb ft at 3000 rpm 136 psi at 3500 rpm	250 bhp at 6000 rpm 301 lb ft at 3500 rpm 139 psi at 3500 rpm
Cylinder heads:	Straight port aluminium cylinder head with two overhead camshafts. 70° included angle inlet and exhaust valves set in hemispherical combustion chambers.	Two aluminium cylinder heads each with separate die-cast aluminium alloy tappet block carrying a single camshaft. In-line valves, set in flat cylinder head face.
Cylinder block:	Chromium cast iron block with interference fit of cast iron liners.	"Open deck" aluminium alloy block, with slip-fit cast iron cylinder liners.
Crankshaft:	Three-plane, seven, main-bearing-manganese molybdenum steel forging.	Three-plan, seven-main-bearing, Tufftrided manganese molybdenum steel forging.
Pistons:	Aluminium alloy, solid skirt, with domed top.	Aluminium alloy, solid skirt, with dished top forming part of combustion chamber.
Lubrication:	Rotary vane pump, crankshaft driven by skew gear.	Epicyclic crescent-type oil pump; drive concentric with crankshaft.
Ignition	Lucas conventional contact-breaker system.	Lucas Opus fully transistorised, electronically-triggered ignition system.
Carburation		
Carburettors:	Two SU HS8	Four Zenith 175CDSE
Enrichment:	Automatic enrichment device.	Manually-operated choke.
Pumps:	Two SU electric AUF 303	Two SU electric AUF 406
Fuel specification:	97 Octane Four-star	97 Octane Four-star
Electrical Equipment		
Battery:	Negative earth. Lucas CP 11 Pacemaker.	Negative earth. Lucas CP 13/11 Pacemaker.
Capacity: Alternator:	66 amp at 20-hour rate.	68 amp at 20 hour rate.
Cooling System	Water, pressurised. Impeller pump belt driven off crank-shaft damper.	Water-pressurised. Impeller pump belt driven off crank-shaft damper.
Fans:	12-bladed 17" steel fan with torque control viscous coupling.	12-bladed 17" steel fan with torque control viscous coupling. Also Bosch electric 4-bladed 11" fan thermostatically controlled to 90°C IN and 86°C OUT.
Transmission:	Four-speed manual transmission with overdrive on top gear.	Borg-Warner Model 12 three-speed fully automatic with 2.0:1 torque converter.
Suspension		
Front layout:	Fully independent semi-trailing wishbones and coil springs. Anti-dive geometry. Girling Monotube hydraulic dampers. Anti-roll bar.	Fully independent semi-trailing wishbones and coil springs. Anti-dive geometry. Girling Monotube hydraulic dampers. Anti-roll bar.

Sovereign (cont.)

Rear layout: Lower transverse wishbones with drive shafts acting as upper links. Radius arms. Twin coil spring and damper units. Girling Monotube dampers.

Wheels and Tyres

Wheel type: Dunlop silver-painted sculptured steel wheels (chromium plated optional).

Size: 6JK rim 15" diameter

Tyres: Dunlop SP Sport with rayon breaker

Size: E70VR15

Double-Six (cont.)

Lower transverse wishbones with drive shafts acting as upper links. Radius arms. Twin coil spring and damper units. Girling Monotube dampers.

Dunlop silver-painted sculptured steel wheels (chromium plated optional).

6JK rim 15" diameter

Dunlop SP Sport with steel breaker

205/70VR15

Specification common to V12 and 6 cylinder models

Brakes Girling disc all round, ventilated front. Servo-assisted. Separate front and rear circuits with pressure differential warning indicator.

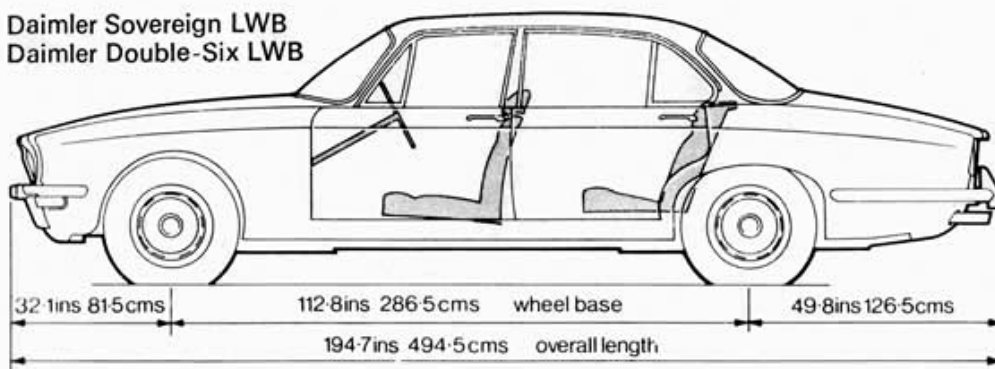
Steering Awdest "Pow-a-rak" power-assisted rack and pinion with energy absorbing column. Steering column lock. Wheel diameter: 16 ins (40.6 cm) Turns lock to lock: 3.1/6 (12 cylinder) 3.1/3 (6 cylinder) Overall ratio: 16.44:1

Body Two integral-construction styles of steel bodywork:
 (a) 4-door model
 (b) 2-door model
 Wrap-around chromium plated bumpers with rubber inserts and underriders at front. Overriders at rear. Forward-hinged bonnet. Sealed fuel tank accommodation in rear wing panels. Black grained vinyl roof on 2-door models. Laminated windscreen. Toughened glass for rear and side windows. Tinted glass available. Electrically heated rear window. Individual front seats with armrests combined with door pulls. Cubby box with lid as central armrest at front; rear seat with central fold-away armrest. Seat facings in Connolly leather. Nylon carpeting throughout. One-piece roof lining in glass fibre (faced with foam-backed nylon cloth). Fully instrumented fascia finished in polished walnut veneer. Two steering column-mounted-control stalks. Provision for radio/tape player mounted in central console. Central console with gear lever, electric window controls, central locking switch, cigar lighter, individual ashtrays. Door pulls and pockets for maps etc. Courtesy lights operated by all doors; boot interior light. One-handed operation inertia reel seat belts. Two-door front seats tip forward with top side-mounted release catch. Spacious rear parcel shelf.

Instruments and Controls

Speedometer: Fuel gauge. Water temperature gauge, Oil pressure gauge Battery condition indicator (volts), Electric clock, with "second" hand. R.H. column control:- Headlamp flash and dip/full beam. L.H. column control:- Two-speed wipers, Single wipe, Park, Windscreen wash. Padded steering-wheel boss cover acts as horn push. Push-push switches:- Fuel tank changeover. Tachometer: Interior light, Map reading light. Heated rear window.

Daimler Sovereign LWB
Daimler Double-Six LWB



Overall Height
54.1 ins (137.5 cm)

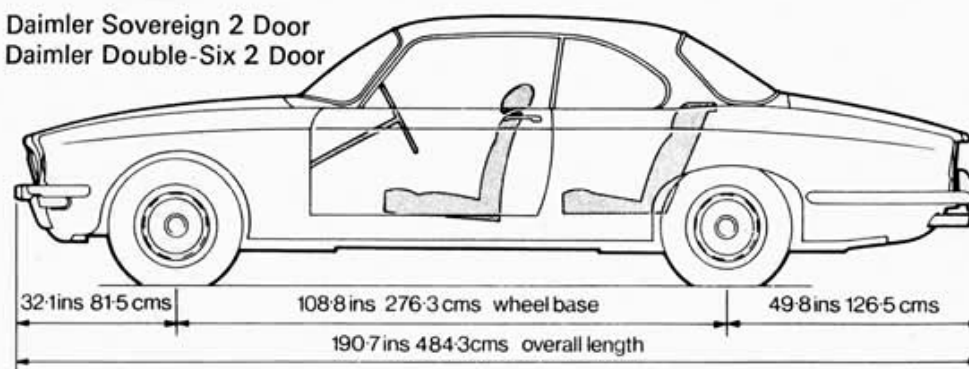
Front Track
58.0 ins (147.3 cm)

Rear Track
58.6 ins (148.8 cm)

Overall Width
69.7 ins (177.0 cm)

Ground Clearance
7 ins (17.8 cm) unladen.

Daimler Sovereign 2 Door
Daimler Double-Six 2 Door



Overall Height
54.1 ins (137.5 cm)

Front Track
58.0 ins (147.3 cm)

Rear Track
58.6 ins (148.8 cm)

Overall Width
69.7 ins (177.0 cm)

Ground Clearance
7 ins (17.8 cm) unladen.



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